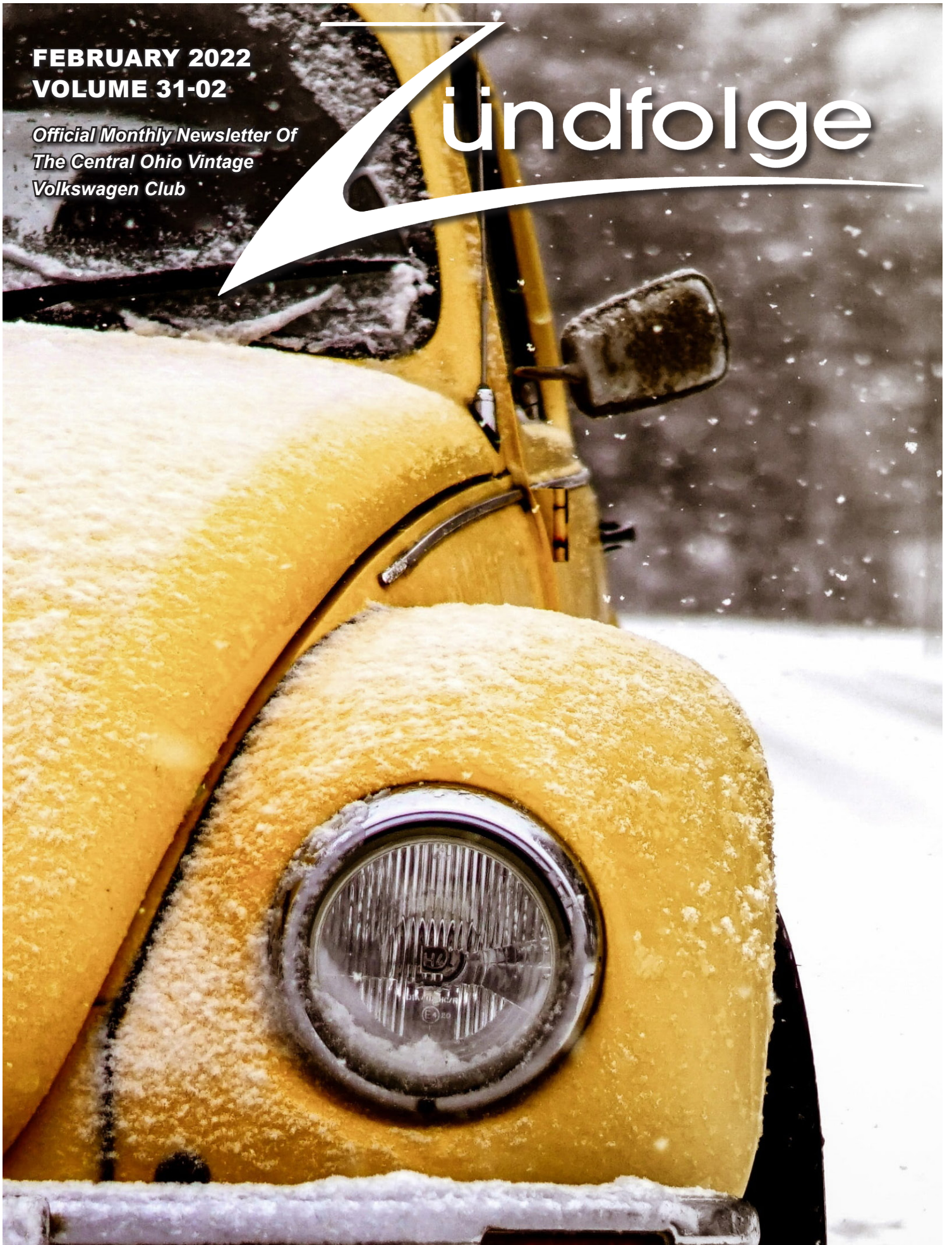


FEBRUARY 2022
VOLUME 31-02

*Official Monthly Newsletter Of
The Central Ohio Vintage
Volkswagen Club*

Zündfolge



FEBRUARY MEETING INFO

Feb. 10, 2022 meeting at Pizza House
747 E Lincoln Ave, Columbus, OH 43229.

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Coming up Next Month

Lead Article..... Mike Williams

Meeting Date... Thurs, March 10th, 2022

Location TBD

INFORMATION

In the Spring of 1991 our club was founded by 12 enthusiasts looking for a way to pool their parts and resources to maintain their vintage Volkswagen Cars. Going strong for more than 30 years with about 200 members and the premiere Vintage Volkswagen club for Central Ohio. We Strive to share knowledge and resources while having plenty of fun. We welcome everyone interested in classic air-cooled as well as newer water-cooled VW products. Annually we host Ohio's largest Volkswagen Car show & swap-meet 'Volksfest' raising funds to benefit local charities.



ZUNDFOLGE

Zundfolge (translated 'firing order') is published monthly by the Central Ohio Vintage Volkswagen Club. Its purpose is to keep us informed and running smoothly, while providing knowledge and enthusiasm into the Classic VW Community. Members are encouraged to submit articles and photos for the newsletter. Please contact the Editor for more information. Brian Knoll @ bkriderr@att.net

To obtain VW factory information send your serial number to:

Pre 1955:

VW Brezelffenstervereinigung e.v.
Ernst Reter Hagen, Amselweg 4, D
3073 Liebenau, Germany

Post 1955:

Customer Assistance, Volkswagen AG
Postfach, 3180 Wolfsburg 1, Germany

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As I write this article I'm looking outside and it's cold, lots of ice, and dreary. No weather for warm weather people or vintage VW's. All we can do is sit tight and wait for the spring to arrive.

Coming off the years 2020 & 2021, it's not been the best of times. At least last year gave us some relief being able to have Volksfest 30 and car shows made some comeback. I'm optimistic 2022 will be better and get us back to some kind of normalcy, whatever that may be.

On a positive note I have already received numerous calls about car shows for this spring and summer. Even had a couple inquire for details about Volksfest 31.

A few things of importance we need to start thinking about is a meeting place. Right now we don't have a meeting place available or scheduled for this month and March. Unless the weather gets decent enough for our outdoor gathering in the parking lot at Tommy's we are meeting place homeless. As with our longstanding curse of business's who have welcomed us our latest meeting place, Tommy's Pizza in Dublin room is now boarded up and is a storage room for the business next door. So much for that being available.

*****THIS JUST IN*** We have a meeting location for February! See Mark's article below for details.**

If you have ideas for more new meeting places, any suggestions on club events, interesting places to caravan to and other events of interest, we always welcomed suggestions. Even though it's February it's never too soon to start filling up our events calendar.

That's about all I can think of right now to write about. I'm going to go out and start my bus. Travel all the way out of the garage and let it idle in my driveway. A very short trip, and the odds on breaking down are very low. I at least I can sit in it while it idles and get a little bit of "Bus Rush" and look forward to better weather to make longer trips. Hope everyone stays safe, warm, & healthy. Looking forward to seeing everyone soon.

NEW MEETING LOCATION

Mark Garrett

Happy February fellow COVVC peeps!

Well, old man Winter has certainly made his presence known this year, hasn't he? With the weather so nasty, Debi and I have enjoyed spending time inside, and getting caught up on a few of those always present home projects. Of course, in our household, that means Debi works on the upstairs, while I get to play in the basement! Be sure to check out the toy room update elsewhere in this issue.

Big news for the February meeting is a new meeting site, Pizza House, located at 747 E. Lincoln Ave, Columbus, OH 43229. Their phone # is (614) 885-3121. Be sure to check out their menu online. Great pasta and pizzas. We will have our own room which accommodates up to 30 people. Bring your appetite and let's enjoy some good old COVVC friendship. For those of you that took advantage of that cool cut out Bus project that Brian put in the January newsletter, bring that along so we can have a mini Bus show! The actual "meeting" will start @ 7:30 but get there early to socialize.

Hopefully everyone has been working on their favorite vintage Vdub during the off season and getting all of those old car projects taken care of. Before you know it, we will be cruising and going to all of those great events we enjoy so much.

Stay warm and healthy, and Debi and I look forward to seeing everyone on February 10th.



happy

Valentine's
day

Waking Up from a Deep Sleep

Yes, another recycled column from 2012, but it's an interesting story that is good to revisit.



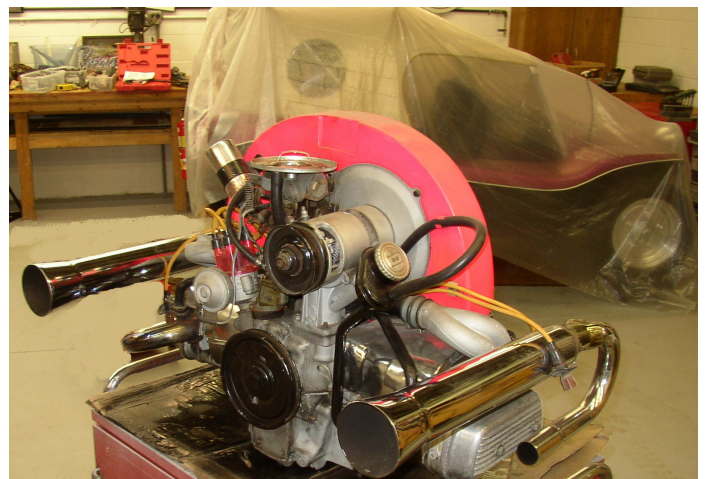
A friend of mine recently acquired an original Meyers Manx tub buggy from his father, the minor problem is that this Manx has license plates that expired more than five years ago. The outward presentation of this car is quite nice, a throwback from the past. It has the original purple metal-flake gelcoat that came with the tub from the factory and a custom made full vinyl top with side curtains that make it relatively water and weather-tight. It sits on an early link-pin pan with a VIN showing a build date of July 1959, just days before I entered this world myself. It appears to have been well maintained over the years sporting an "F" case engine with a build date of May, 1966, upgraded from its standard 1300cc configuration to a 1600 dual port with mostly stock trim including a Solex 34 PICT and dual cannon headers. It

has split case tranny, small drum brakes, 12v electrical, many visual upgrades and brand new tires and wheels. But it needs waking up, since it's been asleep for several years...

Let's start out with bringing it to my shop. I had the owner change the fuel in the tank before bringing it to me so I wouldn't be burdened with disposal of this nasty liquid. After arriving, I gave it a quick look over and decided it should be able to run. I put a fresh battery in it, primed it, and voila!, it came to life in a sputtering, spitting, backfiring way that suggested a major secondary ignition deficiency. The oil light went out but the generator light did not. I coaxed it to warm up and finally it was able to idle on its own. By measuring cylinder head temps with my infrared gun I was able to tell that the left bank was firing fairly steady but the right bank head was running almost a hundred degrees cooler. I was able to tell from exhaust pipe temps that all four holes were hitting, just not quite evenly. It's time for some diagnostics.

As with nearly any performance oriented problem, my first task was to run a compression test on it to determine the base health of the engine. As I have stated frequently in earlier columns, it's a waste of time to throw parts at something with low compression, as an engine in this state will never run right no matter how many peripheral parts are installed. Unfortunately, this is where things started to go astray- the compression test revealed results less than acceptable. With the engine still warm from running it, the left bank was 105-110lbs, but the right bank measured 87 and 92 lbs which does not meet even the widest of acceptance standards. This is not good, I think we're going to go inside.....

The owner stopped down at the shop and gave me the OK to pull the engine and have a closer look at what the problems might be. I was quite surprised at how clean the engine was- it looked like someone was recently inside. All nuts and bolts came right out on the exhaust, none of the shroud tin bolts were frozen, and it was quite easy to disassemble. I measured the crank endplay which was in spec. The clutch disc was worn down to about 20% left or so. I drained the oil and pulled the sump to verify there were no surprises inside there like big terminal chunks of some internal component. The first thing I did when it got to





Compression in #2 is 92PSI- not good!

the bench was to do another compression test to verify my first results. I bolted my "run adapter" onto the engine (a partial trans bellhousing and starter connected to a battery) and did the test cold, and the results were even worse with only one cylinder making it past 100psi. I wanted to identify TDC so I could accurately do a leakdown test, so I installed my piston stop tool and marked TDC exactly. This is one of those pulleys that has two timing advance marks but no TDC so I'm glad I did. I also put a small notch at BDC for valve adjustments and leakdown test. A leakdown test is putting each cylinder at TDC, installing a calibrated air fitting/gauge set, and applying compressed air to the cylinder. By measuring the difference between the two gauges, the amount of leakage past the rings and valves is indicated. A good engine will

be in the 90+% range, but this test also failed miserably, with results in the 45-55% which is not even close to passing. I do this to double check my first test and also to help diagnose where the cylinder leakage exists- if the valves are leaking, air will be hissing from the exhaust ports or intake manifold, and if it's the rings, air will be hissing from the crankcase vent. No air was coming from the exhaust ports as I would have guessed, but some air was leaking from the oil cap when I removed it. Some air leaking here is considered normal as piston rings never seal 100%. With no conclusive location where my problem was, at least a top end teardown was imminent.

I removed all peripheral components such as shroud, intake, tins, etc, noting any problem areas that needed to be addressed. The heat riser passage in the intake manifold was nearly blocked, so I made a mental note to correct that while working on the engine. This car has aftermarket exhaust so I knew I would be modifying the pipe on cylinder #2 to promote exhaust flow through the carb heat crossover tube. I soon pulled the heads off and the condition of them looked very good- I could tell someone was in here not too many miles ago. I pulled the jugs off and removed the top piston ring from each piston, and inserted it back into the jug to measure ring end gap. Voila! Here is my trouble. The ring gap, which is supposed to be .012-.018" was measuring about .160" on each top ring, or about ten times what it is supposed to be! Oddly enough, the jugs look fairly decent, like a ball hone might be all they need. I did a quick test of the heads and determined the valves were seating properly. I removed a few valves and they are very low mileage heads- there is virtually no wear on the seats and faces at all, and the guides were good. Hmmmm, this might not be an expensive fix after all. I'll continue this story next month, letting you know how things proceed. Until then, stay warm, be safe, and remember that winter is a good time to do big projects like I'm doing on this Manx so we don't lose precious summer cruising time. See you next month!

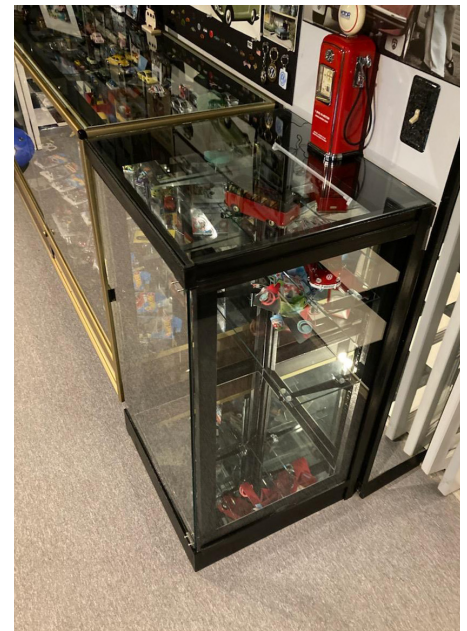
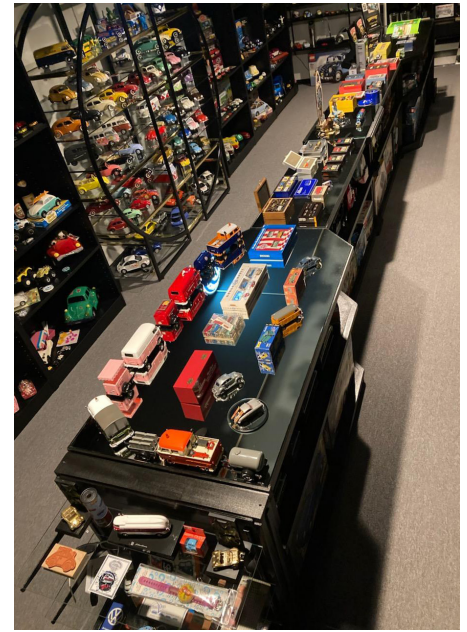


RENEW - RENEW - RENEW

How do you know if your membership has expired? Your expiration date (month/year) is beside your name on the back of this newsletter. You can renew online on our website, or you can mail a check. Please make checks payable to COVVC and mail to: COVVC c/o Ryan Cisco, 5577 Mesa Falls Street, Dublin, OH 43016. Our current membership is at 171.

The recent toy room project has been completed. The center island stands were wrapped up with installation of custom cut mirrors (A big shout out to Active Glass @ 6009 Radekin Rd., Columbus, Ohio 43232. Phone # 614-861-6256) These folks do a great job and are great to work with. After completing the center island, I got the urge to do one final project for this winter. A small display case to fit to the right of the large glass case in the main room. Again, with help from Active Glass, it was a relatively quick and painless process. And the crowing piece is the backlit VW sign, which greets you right as you walk into the main room.

With the construction completed, it's time to play with the toys, and get everything ready to go for that big open house (stay tuned!)



Don't forget to bring your "Project Bus" from the January issue of Zundfolge to the next meeting on February 10th!

MECUM AUCTIONS

\$18,700



LOT T90
1973 Volkswagen Super Beetle
Convertible
1600cc, 4-Speed

\$10,450



LOT T100
1979 Volkswagen Beetle Convertible
1584cc, 4-Speed

\$13,200



LOT T122
1968 Volkswagen Dune Buggy
1.3L, 4-Speed

\$20,900



LOT T90
1977 Volkswagen Kombi Bus
1.6L, 4-Speed

\$11,000



LOT T105
2009 Volkswagen Beetle
2.5L, Custom Build

\$9,900



MECUM AUCTIONS
No Picture Available

LOT T172
1968 Volkswagen Beetle
1493cc, 4-Speed

\$13,200



MECUM AUCTIONS
No Picture Available

LOT F274
2012 Volkswagen Jetta Sedan
2.0L, Automatic

\$26,400



LOT S70
1965 Volkswagen Beetle
1200cc, Factory Sunroof

\$15,000

HIGH BID



LOT T23
1967 Volkswagen Beetle
1500cc, 4-Speed

\$11,000

HIGH BID



LOT T205
2011 Volkswagen Jetta Sportwagen
2.0L, Rare 6-Speed

\$85,000

HIGH BID



LOT S164
1964 Volkswagen Type II Bus
2110cc, 4-Speed

\$7,700



LOT T125
1973 Volkswagen Beetle
1600cc, 4-Speed

Welcome back everyone!! The toy I'm sharing with each of you this month was found several years ago at a toy show in Ohio. This example was manufactured by the Yonezawa Toy Company of Tokyo, Japan during the early to middle 1960s. This battery operated tinplate VW bus is 9 inches long and represents a 1960's VW camper bus. The graphics on the side of the toy depicts a family going on a camping trip. When the switch is turned on, the bus begins to move forward with a bump and go action while playing several different camping songs. The bus is a treat to watch and never seems to do the same thing when I flip the switch.

This toy is fairly common. I see examples for sale from time to time, but very few have their original box. Most boxes were placed in the trash the very first day after the toy was removed. The value of this toy in good condition with no box is around \$100 to \$125, with a mint example with no box coming in around \$350 - \$375. It's not uncommon though to see this toy sell well above these figures when collectors get into a bidding war over the same car.

Until next month... Happy Toy Hunting !!



MEMBER SUBMISSIONS

*PHOTO SUBMITTED BY
MIKE YOUNG*

1971 TRUCK COMPLETE



*PHOTO SUBMITTED BY
BRUCE CAMPBELL*

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